

ACCIDENT SUMMARY

Local Agency:

LA Section Number:

Project Number:

Date of Study:

Revisions to Study

Village of Fox River Grove, IL

00-00017-00-CH

CMF-0305(012)

January 8, 2000

June 27, 2002

U. S. Route 14 and Algonquin Road

Intersection/ Street Section:

ACCIDENT DATA

ACCIDENT TYPE	YEAR											TOTAL			
	1998					1999									
	NUMBER	INJURIES	FATALITY	NUMBER	INJURIES	FATALITY	NUMBER	INJURIES	FATALITY	NUMBER	INJURIES	FATALITY	NUMBER	INJURIES	FATALITY
HEAD-ON													0	0	
LEFT TURN HEAD-ON	1	1											1	1	
TURNING				2			1						3	0	
RIGHT ANGLE													0	0	
REAR END	5			5			6	1					16	1	
SIDESWIPE				1			2						3	0	
RAN OFF ROAD/ FIXED OBJECT	1			4			3						8	0	
PEDESTRIAN													0	0	
CYCLIST													0	0	
OTHER							2						2	0	
TOTAL	7	1	0	12	0	0	14	1	0	0			33	2	

WEATHER DATA

CONDITION	1998	1999	2000	TOTAL
DRY	7	11	13	31
WET		1	1	2
ICY				0
UNKNOWN				0
TOTAL	7	12	14	33

ACCIDENT
SUMMARY
EXHIBIT 11
SHEET 1 OF 2

ACCIDENT ANALYSIS

Local Agency: Village of Fox River Grove, IL Intersection/ Street Section: U. S. Route 14 and Algonquin Road
 LA Section Number: 00-00017-00-CH
 Project Number: CMF-0305(012)
 Date of Study: January 8, 2000
 Revisions to Study

TYPE OF STREET = URBAN, 2 WAY STREET
 TYPE OF LOCATION = SIGNALIZED INTERSECTION
 GROUP 2 # OF LANES = 4 AND MORE

*Statistics from "THE STATEWIDE CRASH STATISTICS, DISTRICT 1 - ALL ROUTES, 3 YEARS: 1997-1999"

CRITICAL FREQUENCY = [AVERAGE +2(ST. DEVIATION)]
 CRITICAL RATE = [AVERAGE + 2(ST. DEVIATION)]

CRITICAL FREQUENCY = 67,612 Accidents
 CRITICAL RATE = 1,785 Accidents per million vehicles

ACTUAL FREQUENCY = 33 Accidents
 ACTUAL RATE = [6*(1000000)/3] / [33212*365] = 0.907 Accidents per million vehicles

33 < 67,612
 0.907 < 1.785

**NONE OF THE CRITICAL CRITERIA HAS BEEN EXCEEDED
 THEREFORE, THIS LOCATION DOES NOT QUALIFY AS A POSSIBLE HIGH ACCIDENT LOCATION

WET WEATHER ANALYSIS

COUNTY AVERAGE (MCHEMRY, URBAN, 1991-93) = 21.40%

WET WEATHER ACCIDENTS FROM 1998-2000 = 2 / 33 6.10%

6.10% < 21.40% **THIS LOCATION DOES NOT QUALIFY AS A WET PAVEMENT CLUSTER SITE

ACCIDENT
 SUMMARY
 EXHIBIT 11
 SHEET 2 OF 2

FREQUENCY*		RATE*	
AVERAGE	ST. DEVIATION	AVERAGE	ST. DEVIATION
21.226	23.193	0.599	0.593

NATIONAL FLOOD INSURANCE PROGRAM

FLOODWAY

**FLOOD BOUNDARY AND
FLOODWAY MAP**

**VILLAGE OF
FOX RIVER GROVE,
ILLINOIS
MC HENRY COUNTY**

ONLY PANEL PRINTED

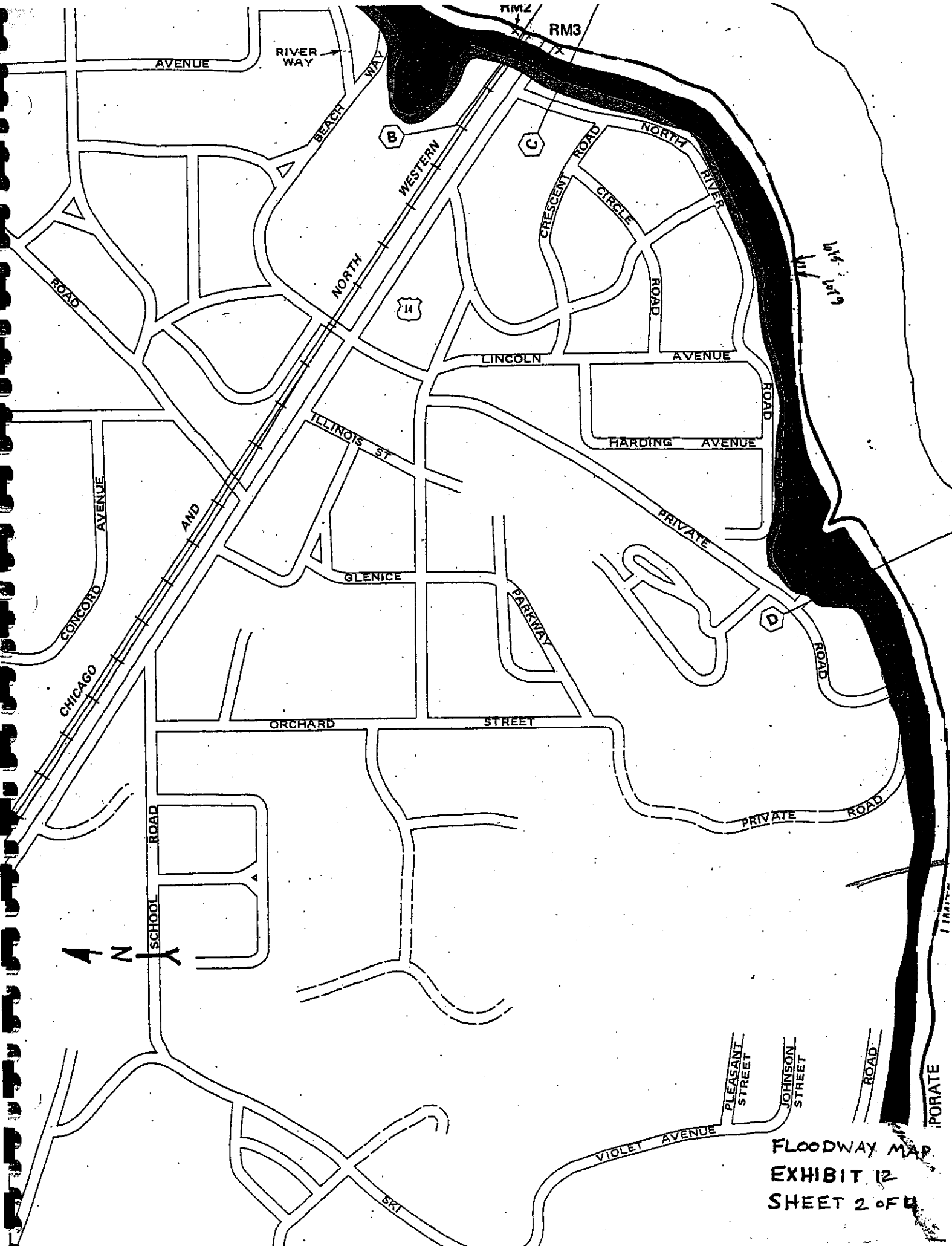
**COMMUNITY-PANEL NUMBER
170477 0001 B**

**EFFECTIVE DATE:
JUNE 4, 1980**



**U.S. DEPARTMENT OF HOUSING
AND URBAN DEVELOPMENT
FEDERAL INSURANCE ADMINISTRATION**

**FLOODWAY MAP
EXHIBIT 12
SHEET 1 OF 4**



D154

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

VILLAGE OF
FOX RIVER GROVE,
ILLINOIS
McHENRY COUNTY

ONLY PANEL PRINTED

COMMUNITY-PANEL NUMBER
170477 0001 B

EFFECTIVE DATE:
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U.S. DEPARTMENT OF HOUSING
AND URBAN DEVELOPMENT
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FLOODWAY MAP
EXHIBIT 12
SHEET 3 OF 4



FLOODWAY MAP
EXHIBIT 12
SHEET 4 OF 4

PUBLISHER'S CERTIFICATE OF PUBLICATION

I, Robert A. Shaw do hereby

certify that I am the publisher of Northwest Herald

a daily secular newspaper of general circulation within the county(s) of McHenry

and Kane regularly published in the city of Crystal Lake

in the county of McHenry and state of Illinois, and which has been so published

for more than 12 months prior to the first publication of hereunto annexed notice or advertisement relating to the matter of

IMPROVEMENTS STUDY NOTICE

was published in said newspaper 1 times, being 1 day
commencing March 13, 2001
and ending March 13, 2001

which were the dates of first and last insertions. I further certify that said newspapers

is a newspaper as defined by the terms and conditions of Chapter 100, paragraph 1 et. Seq.,

Illinois Revised Statutes 1981.

Given under my hand at Crystal Lake, Illinois

March 13, 2001

ACCT# 10019001

AMT \$ 27.62

Robert A. Shaw

PUBLIC NOTICE

Notice is hereby given that the Village of Fox River Grove, Illinois has initiated a study to add a right turn lane for southbound traffic on U.S. Route 14 in Fox River Grove, McHenry County, Illinois.

The proposed improvements will include storm sewer, curb and gutter, and pavement widening on U.S. Route 14 to provide a right turn lane from southbound U.S. Route 14 to westbound Algonquin Road. The proposed street width will be 70 feet back-to-back of curb.

Maps, sketches, a design report, and other information pertinent to the location and design of the improvements are available for inspection, review, and copying at the Village Hall, 305 Illinois Street, Fox River Grove, Illinois /s/ Barbara Majczak Deputy Clerk (Published in the Northwest Herald March 13, 2001) 13308502

RECEIVED

MAR 16 2001

VILLAGE OF FRG.

CERTIFICATE OF PUBLICATION

RECEIVED
MAY 21 2002

Paddock Publications, Inc.

Daily Herald

VILLAGE OF F.R.G

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **DAILY HERALD**. That said **DAILY HERALD** is a secular newspaper and has been circulated daily in the Village(s) of Algonquin, Arlington Heights, Barrington, Barrington Hills, Bartlett, Batavia, Buffalo Grove, Burlington, Carpentersville, Cary, Deer Park, Des Plaines, South Elgin, East Dundee, Elburn, Elgin, Elk Grove Village, Fox River Grove, Geneva, Gilberts, Grayslake, Gurnee, Hampshire, Hainesville, Hanover Park, Hawthorn Woods, Hoffman Estates, Huntley, Inverness, Island Lake, Kildeer, Lake Barrington, Lake in the Hills, Lake Zurich, Libertyville, Long Grove, Mt. Prospect, Mundelein, Palatine, Prospect Heights, Rolling Meadows, Schaumburg, Sleepy Hollow, South Barrington, St. Charles, Streamwood, Tower Lakes, Vernon Hills, Wauconda, Wheeling, North Barrington

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and State of Illinois, continuously for more than one year prior to the date of the first publication of the notice hereinafter referred to and is of general circulation throughout said Village(s), County(ies) and State.

I further certify that the **DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published May 17, 2002 in said **DAILY HERALD**.

IN WITNESS WHEREOF, the undersigned, the said **PADDOCK PUBLICATIONS, Inc.**, has caused this certificate to be signed by, this authorized agent, at Arlington Heights, Illinois.

PADDOCK PUBLICATIONS, INC.
DAILY HERALD NEWSPAPERS

BY *Ray M. Lawett*
Authorized Agent

Control # T2799131

PUBLIC NOTICE
EXHIBIT 13 b.

Public Notice

News Release

Notice is hereby given that the Village of Fox River Grove, Illinois has requested design approval from the Illinois Department of Transportation for a proposed right turn lane southbound traffic on U.S. Route 14, in Fox River Grove, Henry County, Illinois. The proposed improvements include storm sewer, curb and gutter, and pavement widening on U.S. Route 14 to provide a right turn lane from southbound U.S. Route 14 to southbound Algonquin Road. The proposed street width will be 70 feet back-to-back of centerline. Maps, sketches, a design report, and other information pertinent to the location and design of the improvements are available for inspection, review, and copying at the Village Hall, 305 Illinois Street, Fox River Grove, Illinois.

Mr. Art Ostan

Village Administrator
Village of Fox River Grove
305 Illinois Street
Fox River Grove, Illinois 60021
Published in the Daily Herald
May 17, 2002 (2799131)N



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FRG officials seek right-turn lane for Route 14

By ERIC R. OLSON
The Northwest Herald

FOX RIVER GROVE - Village officials are making a last-ditch effort to win approval for plans to build a right-turn lane on Route 14 at Algonquin Road. Village officials want to eliminate congestion in the eastbound lane of Route 14. Cars making a right turn onto Algonquin Road frequently cause backups when inbound trains block the intersection. "When someone is making a right turn and there's a green light, one of the lanes has to stop at a green light," Village Administrator Art Osten said. "It would be safer if people could have a right-turn lane to get out of the way of people proceeding through the intersection." State officials have awarded the village \$204,000 in grant funding to complete the project. So far, the state has spent nearly \$16,000 and the village nearly \$4,000 on designing plans to add the turn lane. Yet after two years of work, the project may be abandoned. Illinois Department of Transportation engineers have held up the project because of concerns about providing an adequate turning radius for semi-trucks. The intersection is narrow, and semi-trucks cross the center line when they make right-hand turns from Route 14 onto Algonquin. IDOT engineers want the village to widen the intersection if they build the turn lane. Village officials have asked for a variance to allow them to build the turn lane without widening the intersection. Widening would require building more pavement on the railroad tracks and moving signal equipment, Osten said. The cost to perform that work would be around \$100,000, Trustee Suzanne Blohm said. It also would be enough to kill the project. "My overall feeling is that the village board would not want to spend more money," Blohm said. "It's not that we don't want to, it's that we don't have the funds to spend."

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Subject: Daily Herald Suburban Chicago's Information Source.htm

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Fox River Grove plan to improve intersection in jeopardy

By Max Seigle Daily Herald Staff Writer

Posted on March 15, 2002

If the Illinois Department of Transportation does not budge on a recent request from Fox River Grove, eastbound cars may continue to stack up along Route 14 near Algonquin Road.

For just over two years, the village has been working with IDOT to bring a right turn lane to this intersection - the site of the 1995 bus/train collision that killed seven students - to increase the traffic-flow of the busy four-lane state highway.

Right now, eastbound cars in the far right lane along Route 14 stack up even when the intersection's light is green because drivers turning right are stalled waiting for the train to cross Algonquin Road, according to village administrator Art Osten.

In its most recent report from IDOT, the village learned it will need to build an extra right-turn lane with a wider turning radius to accommodate trucks 55 feet in length from front to rear axle.

Providing that greater width will cost an additional \$100,000 for the project because the village would need to buy land from Union Pacific to widen Algonquin Road at the train crossing. That crossing would then have to be reconstructed.

Osten said the village will not be able to afford the higher costs and said a letter has been sent to IDOT asking for either a variance for the project or money to make the turn wider.

If neither happens, Osten said that could jeopardize the project all together

or at least postpone it "until the indefinite future."

Before IDOT's current report, the project was slated at \$255,000 with the village paying \$51,000 and a federal grant picking up the remainder.

That covered a plan to build a right turn lane similar in width to the other lanes on Route 14. The turn lane would be able to accommodate trucks 40 feet from front to rear axle.

To provide anything more the village's share right now, the village would have to look at cutbacks in coming fiscal year's budget, said trustee Suzanne Blohm, who also is the village's budget officer.

"It's more that it's a give and take situation," she said. "The amount of the increase would determine if we could make reasonable cutbacks."

The village has not received an official response from IDOT yet.

However, Alex Househ, a project manager with IDOT, said Thursday the village could get a variance if it did not allow large semis to use Algonquin Road. He did not know for certain if money could be provided.

For safety reasons, Househ urges the village to widen the radius if it doesn't want to limit truck traffic on Algonquin Road. He says trucks would basically end up driving on the curb if the radius was not widened.

Househ also is afraid trucks would swing into opposite lanes of traffic while making a turn.

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**Fox River Grove Intersection Improvements
Existing Intersection Condition on
U.S. Route 14 and Algonquin Road**



Right-turning traffic stopped by train causes traffic back-up
On southbound U.S. Route 14.

**RIGHT TURN QUEUE
EXHIBIT 14**